

proximately settled between the 26th and 29th of this month. Fifteen rounds, winner to gain on points, has been agreed-on. The purse will consist of 65 per cent of the gate receipts, to be shared between the winner and the loser in proportion, as arranged between themselves. The remaining 35 per cent will be divided between the club and Mr. Cohen. Independence Park is selected for the contest and work on the ring and seating room goes forward at once. The contest has the sanction of Marshal Brown and in no way savors of a prize fight. It is a purely scientific and interesting match with gloves for points, and should undoubtedly attract a large crowd. It is too early in the game for odds to be determined, but the betting at present seems to be even.

Columbia-Shamrock Still Undecided.

While the fickle breezes did not allow the first race to be decided, the trial, though proving nothing definite, gives renewed promise of a close race. Opinions have changed and modified somewhat. The original theory that the Shamrock was the better boat in a heavy breeze has been reversed and vice versa. The press concedes the British boat to be better handled, giving praise to Hogarth to the detriment of Barr, but claim the Columbia to be the better boat. Sir Thomas Lipton is more than satisfied with the trial. According to the terms of agreement, one trial must be decided, time limit or no time limit, before the next is entered on. The second trial for the first race took place on Tuesday, the 5th, the course, as before, being a straight 15-mile run to windward or leeward and back. The next trial is a three leg beat and came off on Saturday, in all probability. In the trial on Tuesday, the Shamrock crossed the line 43 seconds ahead of the cup defender, and finished after much see-sawing and considerable drifting, about a hundred yards ahead, at the expiration of the time limit. The excitement in London seemed to be more intense than in New York. The betting, originally 100 to 70 on the Columbia, has dropped to even, as a result of the first contest.

Conditions of the "Cup" Race.

The special conditions that have been made in connection with the present challenge provide that the match shall be decided by the best three out of five races. The first, third, and fifth races are to be to windward or leeward and back, and the second and fourth races round a triangular course, the race in each case being over a course as nearly as possible thirty nautical miles in length.

The exact time at which either yacht crosses the starting-line within two minutes after gun-fire is to be taken as her starting time, and the end of the two minutes as the start of either boat crossing after the expiration of that period—so that if the Shamrock is so badly handled that she only crosses the line eight minutes after gun fire, she will have lost six minutes in the race.

If in any race neither yacht goes over the course within five and a half hours, exclusive of time allowances, such race shall not count, and must be re-sailed; and an unfinished race of one kind shall be repeated until it is satisfactorily finished before the next is proceeded with. And in case a serious accident occurs to either vessel prior to the preparatory signal (a quarter of an hour before the time fixed for firing

the starting gun), she shall have sufficient time to effect repairs before being required to start.

For this occasion the New York Yacht Squadron has consented to nominate the yacht chosen to defend the cup at least a week before the first race. And, although the first race is fixed to take place on October 3rd, it was agreed that, in the event of the Shamrock being detained through stress of weather or any other cause, she should be given three weeks for fitting out after her arrival, subject to the condition that the first race must not take place later than October 10th. The days of the week selected for racing are Tuesdays, Thursdays, and Saturdays.

The Challengers' Second Trial.

The second trial of the Columbia and Shamrock was as destitute of actual results as the first. There was insufficient wind to allow the yachts to complete the course within the time limit. The Columbia was a mile ahead at the close of the trial, and, by popular opinion, proved herself a trifle the faster boat. Still the result was simply a stand-off.

MANUAHI.

"Children, do you know the story of 'Manuahi'?" said Grandfather Steptoe as he sat in the moonlight fanning away the mosquitos.

"I know what it means," said one youngster, as he climbed up on his grandfather's knee. "When I go to the grocery and buy things for mama, the feller in the store gives me a cake or some candy, or some chewing gum—that's manuahi."

"True enough," said his grandfather; "that clerk is on to his job. Now listen while I tell you the story." Immediately four bright little faces were upturned to his.

"Once upon a time," began the old gentleman, "there lived in these islands a merchant who, like all other tradesmen in his line of business, designated cloth measure on his counters by means of brass-headed tacks driven into the wood at regular intervals of third, half and full yards. But — Dod gash that pesky skeeter!" suddenly exclaimed Grandfather Steptoe as he made a swift pass at his right ear. "But, as I was going to say, his yard measures were all four inches shy of the standard rule of 36 inches. It

may have happened by accident, or it may have happened by design. Now, he had a very honest kanaka salesman by the name of Manuahi, who noticed the disparity of his employer's measure. Consequently, when he sold goods by the yard, he gave four inches more than the yard on the counter called for. The customers thought they were getting a bonus. So, when the native girls went to the store to buy calico for their holokus they believed they were getting enough extra cloth thrown in to make the flounces. It also transpired that the patrons of this store always required something thrown in at the other stores in town. They would say, 'Manuahi gives more than a yard,' and the storekeeper or salesman, not liking to be outdone by a rival house, would actually allow something over. So it came about that things were given gratuitously in all the stores, and they were called 'manuahi.' It is a good old custom, and I am glad to see some of the Honolulu storekeepers adhering to it. When I buy a pound of washing soda for your grandmother I expect the clerk to throw in a plug of tobacco or some other useful article."

One Way of Getting the Jewels.

A fashionable young lady, not long ago, drove up in a handsome private carriage to a well known lunatic asylum, situated a few miles from Paris, and requested to see the proprietor. Her wish being acceded to, she informed the doctor that she desired to place her husband under his care to see if a cruel mania, under which he labored, viz: "that he had lost a large quantity of jewels," could not be removed.

After some hesitation the doctor consented, and the lady drove away directly to a jeweller's in Paris and selected jewels to the value of several hundred pounds, and requested one of the shopmen to go with her to her carriage to procure the money for the goods she had taken. She drove with him to the asylum, and arriving there, he was shown into a room.

The lady then sought the doctor, told him of the arrival of her husband, and getting into her carriage again, drove away. The rest may be imagined, but the poor fellow was confined several days before it was found they both had been "sold." The lady was never heard of after.—*Tit-Bits.*



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